RENAUD BROS., INC.

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Marlboro BRF 010-1 (43)

Schedule Baseline Narrative

a. The schedule illustrates a conventional style of bridge construction. Traffic control with a detour, new abutment construction, existing bridge removal, steel beam installation, concrete deck and traffic incidentals. The abutments are planned to start prior to the July 1st constraint with the existing abutment removal and lower stone fill installation after the July 1st constraint. Leaving the existing bridge in place will allow us to start the new abutments earlier. We will build and backfill the new abutments in order to cross the abutments and remove the existing bridge. We will still be phasing our construction on this project, with the intent of the first phase building 24 foot width of new bridge to allow two lane traffic.

b. The schedule is based on the same core crew onsite most of the project duration performing most of the tasks. This crew is made up of ten highly versatile construction professionals. The work hours are the same throughout the schedule of ten hour days. With the narrow in stream work window we will be working 6 days a week from May 1st to November 1st. The equipment will vary some throughout the schedule based on the task to be accomplished. We will have duel excavation operations on both sides of the stream during the excavation portions of the project.

c. The preconstruction activities have durations longer then fourteen days because the development and approval of these plans usually takes much longer then fourteen days.

d. The constraints used are a start on the in stream work of July 1st and an end date of October 1st. A paving finish constraint of October 15th is also used. We have submitted for a category 2 permit.

e. The relationships applied between activities reflect standard construction procedures and the most economical progression for us. There are project milestones for the start of the detour construction, traffic transfer to the detour, phase 1of the new bridge construction, traffic transfer to the completed phase 1, phase 2 new bridge construction, final traffic transfer and substantial completion.

f. The project critical path runs through the abutment construction, steel girders and concrete deck. These items are the most critical in a bridge project. With the value engineering proposal the steel girder and bridge deck reinforcing designs to allow proper manufacturing and delivery time are critical. The pile installation techniques are fairly new to the industry and will take special attention to procedure to eliminate any possible delays. Traffic control may present a problem throughout this project and more specifically slowing down traffic through the site.